
JCAB CRA Problem Report Activity Since IPACG/23

IPACG/24 FIT/11
Honolulu, USA
25-27 January, 2006



JCAB CRA Activity Since FIT/10

- **Problem Reports Proposed for Closure**
 - **To be closed at IPACG/24**
- **New Problem Reports**
 - **Specific Reports**

Lesson Learned PRs at IPACG FIT/11

Consultation with	Title	Rationale	PR Number
ATSU end system	ATA 2-Letter Callsign	ATA 2-letter callsign was displayed on the ATC screen.	10,379 10,380
Operator	Unable to Logon	Flight Plan of each aircraft had its respective Tail Number with a space inserted in it.	10,376

IATA 2-Letter Callsign

PR Number: 10379,10380

PR Status: Lesson Learned

- IATA 2-letter callsign was displayed on the ATC screen.
- The ATSU End system deletes the flight plan of an aircraft, when a certain time elapsed after it passed the oceanic airspace. Should it receive an ADS report after it deleted the flight plan, it will, based on its design, only display two-letter callsign of the aircraft on the ATC screen because it can no more check the report with the flight plan.
- In this event, even after the End system deleted the flight plan, it received an ADS Report and it displayed a two-letter callsign in the aircraft tag.
- The ATSU concerned was notified of the cause of this problem.

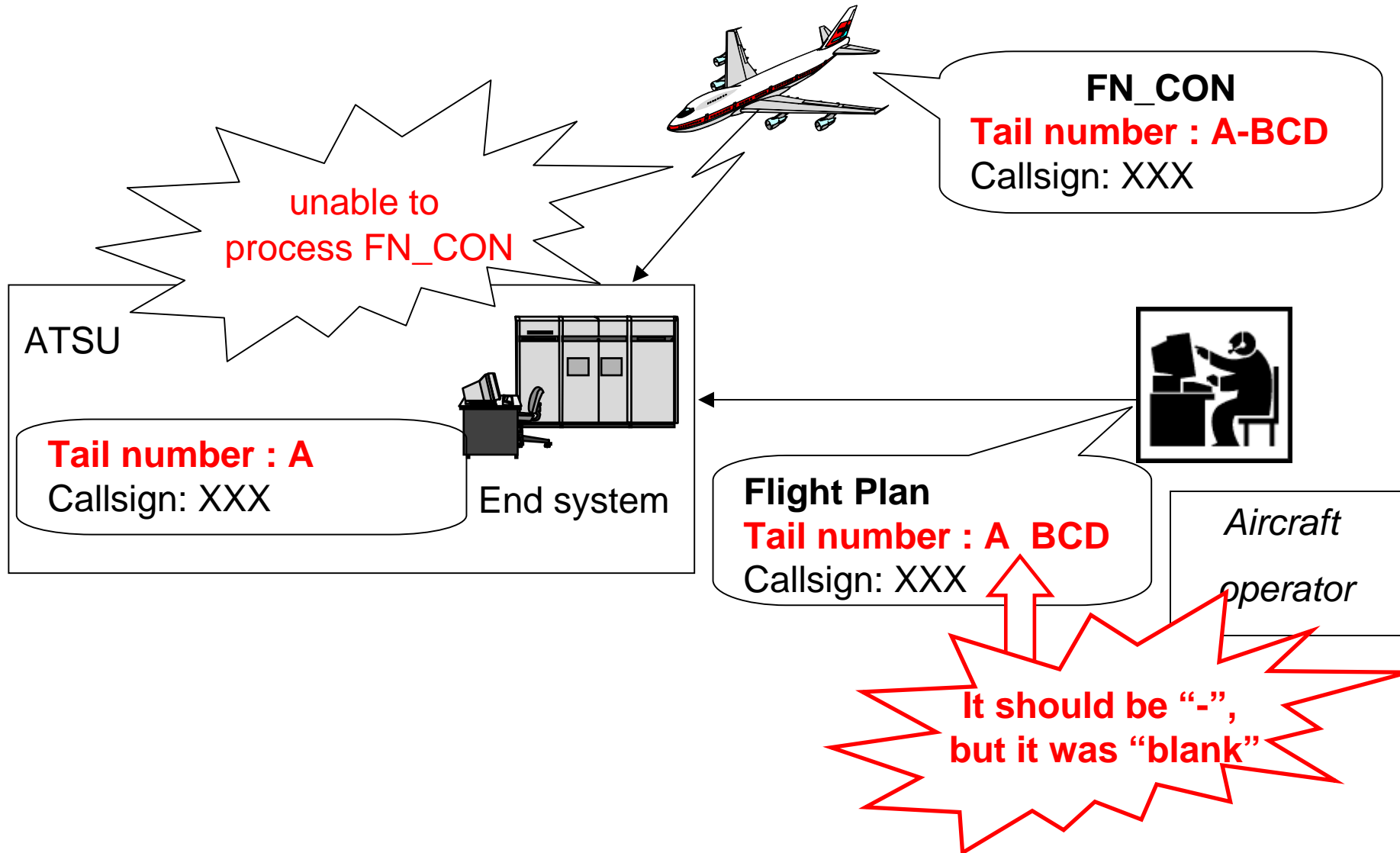
Unable to Logon

PR Number: 10376

PR Status: Lesson learned

- An aircraft was unable to logon.
- Flight Plan of the aircraft had its Tail Number with a space inserted in it, which was recognized as a delimiter for the data, so that the ATSU system considered only the data appeared before the space to be the Tail Number.
- Information of the event will be notified to the airline concerned to prevent similar event from occurring.

PR10376



New Problem Reports

Categories of Problem Reports

- Of the 13 Problem Reports;

ADS

5

CPDLC

1

Connection

3

Datalink failure

4

- Summary

- Specific Reports

New Problem Reports (1)

(1) ADS problem

PR #	Problem Report Title	Region	Air or Ground	Comments/Notes/Description	Status	Discuss at FIT?
10369	Differences in Awareness about an Aircraft Position between Air and Ground Systems	NOPAC	Ground	The flight path of the aircraft was to going through the Pred. Route (Next), by way of the Pred. Route (Next+1) toward the Fixed Intent point. Since the ATSU End system does not use Pred. Route (Next+1) and the Intermediate Intent, the aircraft was displayed as if it had been flying from the Pred. Route (Next) directly toward the Fixed Intent point.	Open	Yes
10377 10378	Display of a Flight Path during a Deviation Flight	NOPAC CENPAC	Air Ground	When monitoring a deviation flight, with its scheduled flight path was being displayed on the ATC screen, the controller found the displayed path was not on the flight planned route.	Waiting	Yes
10379 10380	IATA 2-Letter Callsign	NOPAC CENPAC	Air Ground	IATA 2-letter callsign was displayed on the ATC screen.	Lesson	Yes

New Problem Reports (2)

(2) CPDLC problem

PR #	Problem Report Title	Region	Air or Ground	Comments/Notes/Description	Status	Discuss at FIT?
10373	Incorrect longitudinal value set in a CPDLC Position Report downlinked	CENPAC	Air	The ATS End system rejected the CPDLC Position Report whose longitude part's minute component value was '60'.	Waiting	Yes

(3) Connection/Transfer Problem

PR #	Problem Report Title	Region	Air or Ground	Comments/Notes/Description	Status	Discuss at FIT?
10372	Unsuccessful AFN Logon owing to missing ADS Version Information	NOPAC	Air Ground	A FN_CON downlinked, of which the ADS version information was missing.	Open	Yes
10374	Logon using Incorrect Callsign	NOPAC	Air Ground	An aircraft logged on using a callsign of another aircraft that was scheduled to enter the FIR later.	In progress	No
10376	Unable to Logon	NOPAC	Ground	Flight Plan of each aircraft had its respective Tail Number with a space inserted in it.	Lesson	Yes

New Problem Reports (3)

(4) Datalink, General Problem

PR #	Problem Report Title	Region	Air or Ground	Comments/Notes/Description	Status	Discuss at FIT?
10368 10370 10371 10375	Message transmission delay and NO ACK occurred	NOPAC CENPAC	Air Ground	An ATSU reported about an aircraft that its down link message was delayed and NO ACK occurred in response to up linked messages.	Open	No

Specific PRs

- Differences in Awareness about an Aircraft Position between Air and Ground Systems (PR10369)
- Display of a Fight Path during a Deviation (PR10377,PR10378)
- Incorrect Longitudinal Value set in a CPDLC Position Report Downlinked (PR10373)
- Unsuccessful AFN Logon owing to Missing ADS Version Information (PR10372)

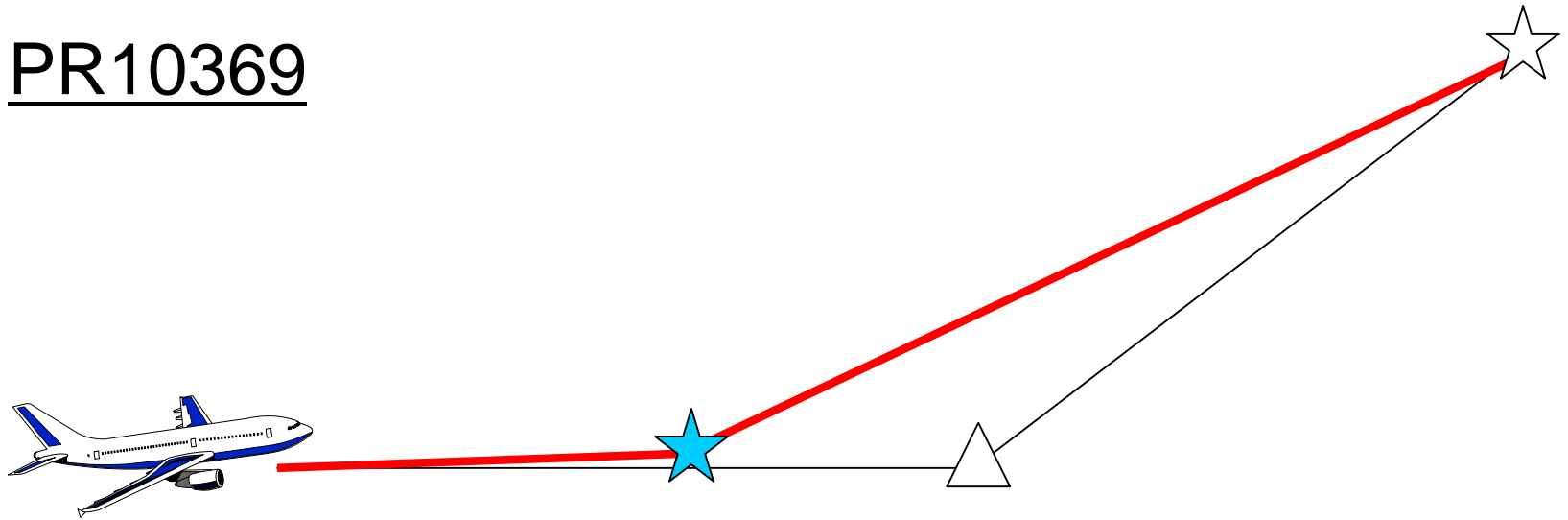
Differences in Awareness about an Aircraft Position between Air and Ground Systems






PR Number: 10369

PR Status: Open

- Observed on the ATC screen, was an aircraft that was flying on a different route from its flight planned route. In response to the controller's inquiry, the crew answered that its route was in line with the flight planned route.
- The crew seemed to input the point of latitude indicated in a CONTACT message just received and because the input point happened to be located on a point before an originally expected Next Waypoint, it was treated as a new Pred. Route (Next).
- Utilizing the Pred. Route (Next) and Fixed Intent data of an ADS Report, the ATSU End system displayed aircraft scheduled flight route.

PR10369



-  : Waypoint
-  : Next Waypoint
-  : Fixed Intent
-  : Cleared route
-  : Displayed route on Screen

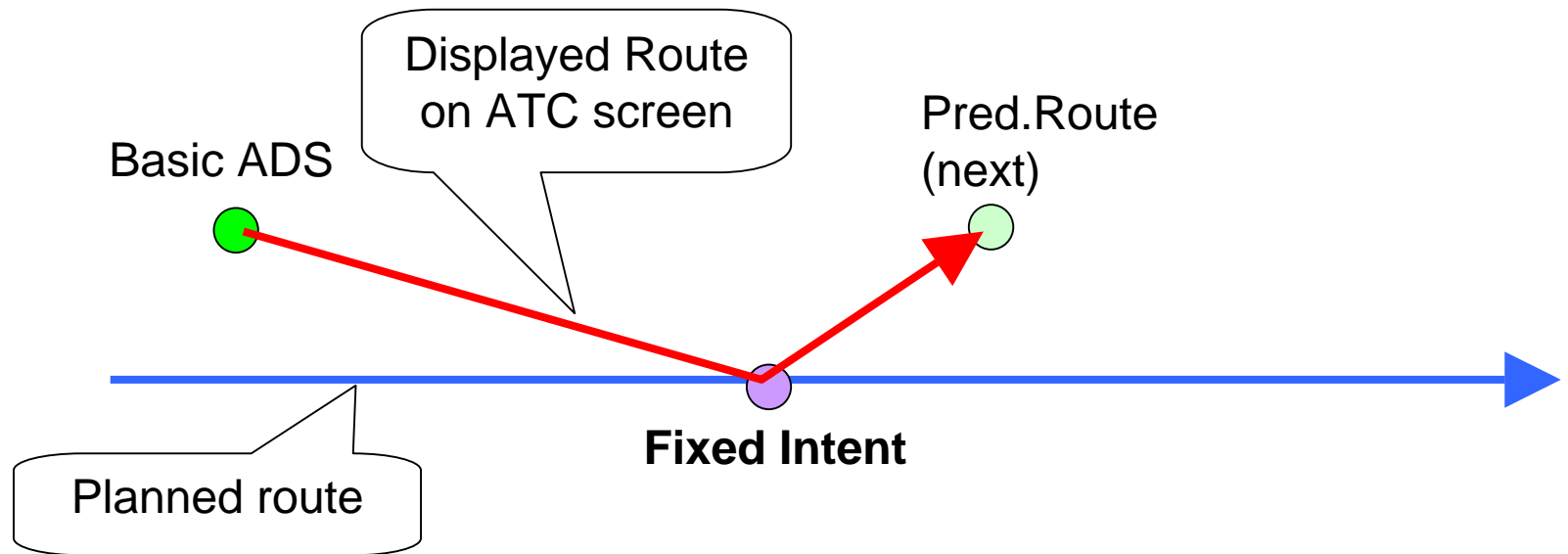
Display of a Flight Path during a Deviation Flight

PR Number: 10377,10378

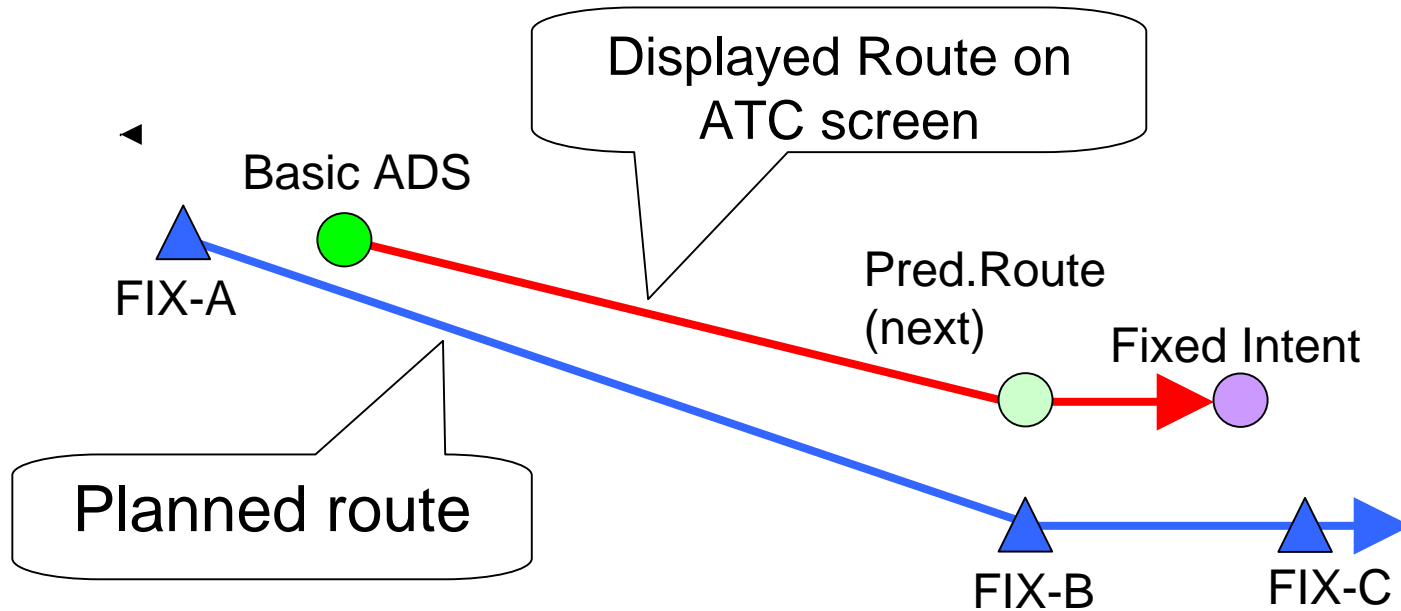
PR Status: Waiting for Info.

- When monitoring a deviation flight, with its flight path was being displayed on the ATC screen, the controller found the displayed path was not on the flight planned route.
- The Pred. Route (Next) included in the Waypoint Event Report seems to have been created by the crew input of a Waypoint. The Fixed Intent of the Report indicated a point on the flight planned route.
- To be studied whether there is any way the crew could have flown the aircraft in a way that produces this kind of ADS Report.

PR10377



PR10378



Incorrect longitudinal Value set in a CPDLC Position Report downlinked

PR Number: 10373

PR Status: Waiting for Info.

- The ATS End system rejected a CPDLC Position Report whose longitude part's minute component value was '60'.
- This is a problem with avionics systems software.
- The equipment supplier has been investigating the cause and what would be required to deal with the problem.

Unsuccessful AFN Logon owing to Missing ADS Version Information

PR Number: 10372

PR Status: Open

- An ATSU reported about an unsuccessful AFN Logon.
- In response to the FN_CON downlinked, of which the ADS version information was missing, the ATSU End system sent a FN_AK (Reason code : application version number unmatched).
- It seemed that some inappropriate Data Loading Operation with the avionics can cause such a event like this.

Questions?
